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1-15. (CANCELED)

16. (CURRENTLY AMENDED) A transmission shift system comprising a synchronizing device, for an idler wheel, which can be actuated hydraulically and comprises at least one sliding sleeve piston (1) that can mesh with a selected idler wheel (3) ~~as a sliding sleeve~~; the piston (1) is non-rotatably connected with ~~[[the]]~~ a shaft (9) and can be displaced axially on ~~[[a]]~~ the shaft (9) by hydraulic actuation, a self-locking synchronization is provided by at least a first friction plate (2, 4) comprising a friction surface facing the idler wheel (3), and at least the first friction plate (2, 4) comprises at least one set of interior teeth (17, 17') which is provided for connection with the shaft (9).

17. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein the synchronizing device comprises a piston carrier (5) accommodating the piston (1), said piston carrier is non-rotatably connected to the shaft (9) and comprising a pressure oil feed line (10) so that a piston chamber, between the piston (1) and the piston carrier (5), is provided which can be supplied with pressure for hydraulically actuating the piston (1).

18. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein the piston (1) is a step-shaped annular flange which, on an outside step, comprises first set of interior teeth (12) for connecting with the idler wheel (3) and, on an inside step, comprises second set of interior teeth (13) for connecting with the shaft (9).

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19. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 18, wherein at least ends of the first set of interior teeth (12) of the piston (1) facing the idler wheel (3) are chamfered.

20. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein the idler wheel (3) comprises a running gear (15) for positive connection with an additional torque-transmitting element and a set of coupling teeth (16) for positive connection with the piston (1) and the idler wheel (3) is rotatably seated on the shaft (9).

21. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein in an axial direction between the piston (1) and the idler wheel (3), the first friction plate (2) with the set of interior teeth (17) and a set of exterior teeth (18) is provided, and the set of exterior teeth (18) is chamfered at least on an end facing the piston (1).

22. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein the first friction plate (2), during a synchronizing phase, is provided as a locking element resulting in a self-locking synchronizing device.

23. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein teeth of a first set of interior teeth (12) of the piston (1) can be guided through respective intermediate spaces between teeth of a first set of exterior teeth (18) of the first friction plate (2) for shifting purposes so that the piston (1), that is connected to the shaft (9), can be positively connected to the idler wheel (3).

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24. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein a second friction plate (4) is arranged on a side of the idler wheel (3) facing away from the piston (1).

25. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 24, wherein a third friction plate (11) and a fourth friction plate (19) are provided, and the fourth friction plate (19) is arranged between the second friction plate (4) and the third friction plate (11).

26. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein at least one return spring (6) is provided for returning the piston (1) to an unshifted position.

27. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 26, wherein a plurality of return springs (6) are provided, and the plurality of return springs (6) are evenly distributed about a circumference of the piston (1).

28. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 16, wherein at least one sealing element (21, 21') is provided between a piston carrier (5) and the piston (1) to seal a piston chamber.

29. (PREVIOUSLY PRESENTED) The transmission shift system according to claim 22, wherein interior teeth of the first friction plate (2) have play, in relation to the shaft (9), that is as large as an intermediate space between two adjoining teeth of a first set of interior teeth (12) of the piston.

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